

# WOMEN NOBLY AIDING VICTIMS OF THE WRECK

## SURVIVORS OF TITANIC LEFT IN THE CITY ARE ALL WELL CARED FOR

### Relief Committees Looking After Friendless and Destitute—White Star Puts Death List at 1,635—Many in Hospitals.

All of the Titanic survivors who have not left for their homes or are comfortable with friends or at hotels, are being well cared for to-day by various relief committees.

The rescued crew, about 200, are being looked after by the White Star line on the steamer Lapland, and all but fifteen of them will sail for their homes in England to-day. These fifteen remain as witnesses before the Senate Committee.

W. W. Jeffries, general passenger agent of the White Star line, has announced that the total number of survivors on board the Carpathia was 705, consisting of 202 first, 115 second, 178 third class passengers, 206 crew and four officers. He estimates the number of dead at 1,635, as the White Star now admits there were 2,340 persons aboard the Titanic instead of the 2,200 first given out. The excess is said to be due to an underestimate of the crew.

The official figures showing 206 of the crew and four officers saved left an unpleasant impression, as apparently more of the crew had been saved than from any one class of passengers. Members of the crew explained that of their 206, twenty were stewardesses and ninety-three were in the necessary lifeboat crews. The remaining ninety-three or more, they said, were men who had jumped overboard when the captain announced "Every man for himself," or had stuck to the ship until she went under, and had later been picked up by the boats. Twenty-six of these, it is claimed, climbed on one raft.

**VOYAGERS ON RESCUE SHIP RESUME JOURNEY**  
The Carpathia, which brought in the survivors, sailed at 4 P. M. yesterday to resume her interrupted voyage. Ten of the cabin passengers remained ashore, saying they would have to wait for the trip. A number of those in the steerage decided they had enough of sea-sickness and got their passage money back.

The White Star line has made no official statement of the disaster. The only official version thus far is that heard from the second officer, Lightoller, by the Senate Committee. Fully given elsewhere. Not a word of explanation has been issued from the office up to the report that the biggest ship ever built was going twenty-one knots an hour through a dangerous, ice strewn sea for the purpose of making a speed record, and keeping her from the "night-day-boat" class.

It is learned from London that only about \$25,000 of insurance was effected on the Titanic on Monday, when she was reported to be in, though really at the bottom of the ocean.

The steamship line has extra men at work to guard the thirteen lifeboats in which the Titanic passengers were rescued. During the night of their arrival pieces of wood were cut from the boats and they were robbed of their headpieces, drinking cups and empty water bags by souvenir hunters. Longshoremen have been seen taking Titanic souvenirs at \$5 to \$10.

The name "Titanic" has been effaced entirely from the boats by men employed by the White Star people, thus removing their identity. The guards will allow no one to inspect them or to take pictures of them. Three of the lifeboats were cast adrift at sea by the Carpathia because she had no room for them.

### LINERS ABANDON DANGEROUS NORTHERN ROUTE.

One of the important results of the disaster has been the adoption by all transatlantic companies of the so-called southern route, which is 100 miles south of the course taken by the Titanic and is seldom visited by ice. The Cunard and Hamburg-American lines announced that their boats would hereafter use this route both winter and summer.

It is believed the Senate Committee now sitting here will recommend, among other things, that a law be passed requiring all ships carrying passengers to and from America to have two wireless operators, so some one will be on duty all the time.

Among those who report heavy losses from the disaster is Mrs. Antoinette Fremberg of Berlin, who turned over to the purse \$200 worth of her jewelry. She had no time to get it back, as she was one of the first rescued.

The members of the Titanic crew who left to-day on the Lapland had complete new outfits, presented by various charitable organizations. These consisted of shoes, underclothes, suits and overcoats. The White Star Company furnished many of the destitute survivors with money, accommodations and passage back to their homes in Europe.

Many of the survivors, especially the women, are still suffering from their experiences. Four women and four children are in St. Luke's Hospital. The women were made widows by the disaster. Three were returning with their husbands from trips to Europe and one was coming to this country to live. In St. Luke's Hospital there are three

## Some of the Survivors of the Titanic Being Cared For in Hospital or Home



## VINCENT ASTOR GIVES \$10,000 TO MAYOR'S FUND

John D. Rockefeller Contributes \$2,500 for Survivors of the Titanic.

Vincent Astor and John D. Rockefeller each sent checks to-day to the Mayor's fund for the relief of the Titanic sufferers. Young Mr. Astor's check was for \$10,000. Mr. Rockefeller's \$2,500.

Mr. Astor's check was contained in an envelope with a deep mourning band and accompanied by a letter in which Mr. Astor briefly expressed his sympathy for those who suffered through the disaster. Other generous contributions and offers of assistance from all parts of the United States, together with messages of sympathy from all over the world, continued to pour into the Mayor's office to-day. From Salt Lake City, from Grand Rapids, Mich.; from Jamestown, N. Y., and many other cities came offers to raise funds to assist the survivors of the Titanic. From the Mayor of far off Pretoria, South Africa, also came a message of sympathy.

The total of the Mayor's fund to noon was \$71,877.75. Offers to adopt children orphaned by the disaster were also received, one coming from a young woman who is at the head of a big business in a nearby city, she states that she could give a child an excellent home and education. Many telegrams have come asking the extent of the need for relief funds. The Mayor, following a conference with Robert W. De Forest, the head of his committee, has answered by stating that the indications are that there will be ample funds, but that the Relief Committee will doubtless find good use for any funds turned over to them.

Donations of clothing have been brought to the Mayor's office by the Harmonie Club of East Sixtieth street and other organizations. These have been sent to the Relief Committee at No. 1 Madison avenue.

**CONTRIBUTIONS TO FUND RECEIVED TO-DAY.**  
Contributions received to-day were as follows:

Vincent Astor	\$10,000.00
John D. Rockefeller	2,500.00
Philip Waldheim	100.00
Walter W. Polley	50.00
Bertman E. Borden	100.00
Cash	2.00
Dr. Nat. Goodfriend	2.00
Master Charles G. Stachelberg	2.00
Frank Dushroch	2.00
Alfred V. Morris	100.00
Edward S. Hewitt	5.00
Herman Duhamel	5.00
Lambert Bros.	100.00
Robert Duhamel	5.00
W. R. Crook	100.00
Lincoln Thread Company	50.00
Bernard Ulmann & Co.	100.00
Total	\$12,752.00

## WOMAN'S RELIEF FUND STILL ON THE INCREASE

Hundreds of Names Added to the List of Liberal Contributors.

KEEPING UP THE WORK.  
Many Immigrants Want to Return to the Homes They Recently Left.

True to its word not to stop working when the first sharp emergency needs had been met, the Woman's Relief Committee for the Titanic survivors is considering new plans of helpfulness.

Mrs. Nelson Henry, organizer and chairman of the committee, opened an important meeting at the home of Mrs. Abram S. Hewitt, No. 9 Lexington avenue.

Mrs. Edward R. Hewitt, chairman of the Housing Committee, said that regular headquarters are open to-day in Room 607, the Metropolitan Building.

This is really a suite of five good-sized rooms, in two of which a clothing bureau is in operation. All the clothing collected has been sorted, and the committee is prepared to furnish almost any kind of garment in any size.

**ANY WANT TO GO BACK HOME, IT IS REPORTED.**  
Mrs. Hewitt said that the members of her committee had made the rounds of the temporary homes opened to the refugees, and had tried to find out just exactly what each person wished to do.

Many, the speaker declared, are very eager to return to the homes they have left on the other side. The transportation committee of the Woman's Relief, of which Mrs. Hewitt is chairman, will supply these homesick ones with return passages, if they persist in their determination.

Mrs. Henry Ottesheimer is in charge of an employment committee to do work for the immigrants who decide to remain in this country. Mrs. Paul Dunn, as head of the clothing committee, will see that the garment supply doesn't get low. And immediate financial relief is furnished by a committee of which Mrs. Anne Morgan is leader. No refugee will be moved before Monday.

The women turned out in full force to the meeting, and showed their energy to be unflagging. They were delighted to learn that every one of the third-class passengers safely reached his or her temporary destination Thursday night.

## ANXIOUS TO FIND MRS. MALLETT AND SON.

Mrs. Hewitt asked that the newspapers print the following: "Charles Mallett, No. 101 West One Hundred and Eighty-first street is very anxious to learn the whereabouts of Mrs. Mallett and son, who were on the second-class passage list of survivors, and who came ashore from the Carpathia."

The committee will make a great effort to unite second-class passengers of Titanic with their friends and relatives.

## ADDITIONAL CONTRIBUTIONS TO THE RELIEF FUND.

In addition to the Evening World's contribution of \$100, and the few other large gifts already acknowledged, the Woman's Relief Committee to-day submitted the following partial list of donors to its fund. The total is already more than \$23,000.

Mr. and Mrs. W. H. Moore	\$2,000.00
Mr. and Mrs. Ralph Polster	1,000.00
Mrs. E. H. Harriman	500.00
Mrs. Bradley	500.00
Thomas F. Ryan	500.00
Mrs. Frederick W. Vanderbilt	500.00
Mrs. James Herman Aldrich	500.00
Mr. and Mrs. Jacob H. Schiff	500.00
Mrs. John Barry Ryan	500.00
Mrs. George W. Perkins	500.00
Mrs. Henry P. Dimock	500.00
Mrs. Sidney Dillon Ripley	500.00
Mrs. Morris K. Jaus	500.00
Mrs. Wilbur C. Fiske	500.00
"A Friend"	500.00
James Herman Aldrich	500.00
Mrs. Abram S. Hewitt	500.00
Mrs. James H. Nichols	500.00
Mrs. James M. Varnum	500.00
M. E. Appelbaum	500.00
Mrs. G. R. Kinney	500.00
Tiffany & Co.	500.00
Black, Starr & Gould	500.00
Mrs. A. McKay	500.00
Mrs. C. C. Cuyler	500.00
Mrs. William A. Read	500.00
Mrs. Henry Redmond	500.00
William Williams	500.00
Mrs. Charles B. Alexander	500.00
Mrs. Henry Coster	500.00
Mrs. Charles D. Dickey	500.00
Mrs. Joseph S. Glickson	500.00
E. W. Mente	500.00
Mrs. William H. Bliss	500.00
James L. Thompson	500.00
Mrs. Mabelle Dalley	500.00
Mrs. and Mrs. Francis	500.00
"A Friend" (through Mrs. Ross)	500.00
Mrs. Eleanor de Graft Cuyler	500.00
Mrs. M. B. Ives Goodard	500.00
Mrs. Elizabeth Benson	500.00
George V. Vanderpool	500.00
Mrs. Hugh J. Chisholm	500.00
Mrs. Arthur B. Twombly	500.00
Mrs. Ralph W. Dundas	500.00
Mrs. James M. Lawton	500.00
Mrs. S. A. Niles	500.00
The Rev. Montague Greer	500.00
Mrs. George H. Chickering	500.00
Mrs. Charles F. Row	500.00
Mrs. Stewart L. Woodford	500.00
Mrs. Samuel D. Craig	500.00
Mrs. Alice B. Kauser	500.00
Mrs. Georgiana W. Sargent	500.00
Cash - Chicago	500.00
C. L. Painter	500.00
Mrs. Eleanor G. Hewitt	500.00

## "Women and Children First"

To the Editor of The Evening World: Sir—I beg through your pages to tender to Mr. J. Bruce Ismay a petticoat, any color he prefers, together with a complete outfit of female apparel.

MRS. MARY F. CURTIS,  
No. 424 W. 116th Street,  
New York City,  
April 16, 1912.

**STOKEHOLE HEROES DROWNED AT POSTS WITH ENGINEERS**  
Titanic's Chief Furnace Feeder Tells How Wounded Man Refused Rescue.

Down in the stokehole of the Titanic, far below decks, and in a place passengers never penetrate, there were heroes as brave as those who stood back and helped women into lifeboats. Tommy Tiernan, leading stoker on the 8 to 12 P. M. watch, was one of them. A leading stoker in charge of the men who feed the boilers. His duties occasionally take him to the engine room. On the night the Titanic struck the iceberg Tiernan was standing at the foot of the engine room companionway, preparing to climb to an upper grating. He stepped aside to permit Second Engineer Harry Hume to come down. Then the crash came, and Hume was thrown from the top of the companionway to the iron grating of the engine room. The fall broke his leg.

The jangling signals in the engine room told the men far below the water line that something had gone wrong. "First came the order to stop, then 'full speed astern.'"

"My leg is broken, just below the knee," Hume told Tiernan, "and I can't walk if I get on deck. This is the time for every man to save himself, and I'm damned if you stay here with me."

Tiernan refused to put down the wounded man. With his great strength Hume broke Tiernan's hold and fell to the floor.

"Now save yourself," he ordered Tiernan. "I'll save the others." The leading stoker obeyed. He clambered to the promenade deck, slipped on a life belt and plunged overboard. An hour later he was picked up by a lifeboat.

Not one sought to escape. Tiernan picked up Hume and tried to climb up the companionway with him. The ship, staggered by the death wound, was quivering.

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Not one came up from the engine room; according to Tiernan, not one of them sought to leave. They died at their posts, trying to reverse their engines and pull the liner off the iceberg.

Tiernan sailed for England to-day on the Lapland.

## MANY DIE IN FEZ BATTLE.

Capital of Morocco Recaptured From Moroccan Troops.

PARIS, April 20.—The city of Fez, the capital of Morocco, which had practically fallen into the hands of the riotous citizens and mutinous Moorish soldiers, has been recaptured by the French troops numbering 2,000 stationed there after a hard battle in which a large number were killed and wounded.

According to a wireless dispatch received from Fez at the Foreign Office to-day, order has now been completely re-established.

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